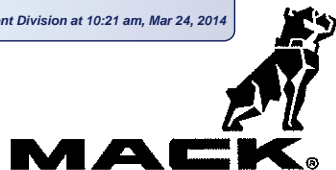


RECEIVED

By Recall Management Division at 10:21 am, Mar 24, 2014



March 21, 2014

Subject: Safety Recall (SC0377, Cummins recall)

Attention:

Associate Administrator for Enforcement
National Highway Traffic Safety Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Submitted via Email

The following information is submitted in accordance with the requirements of 49 CFR Part 573.6 as it applies to a defect relating to motor vehicle safety.

573.6(c) (1)

Mack Trucks Inc. ("Mack Trucks")
7900 National Service Rd.
Greensboro, NC 27409

573.6(c) (2)

Certain CXU, LEU, and MRU model vehicles manufactured with a Cummins ISL gas engine that was produced from September 13, 2007 through December 12, 2013 or a Cummins ISX12 gas engine produced from May 24, 2013 through December 11, 2013.

Models affected:

CXU: 2014, 2015
LEU: 2010-2015
MRU: 2011-2015

The selection of vehicles was based on information provided by Cummins.

Component Manufacturer:

Cummins Inc.
500 Jackson St.
Columbus, IN 47201

573.6(c) (3)

The total number of vehicles affected by the recall that were sold to customers in the United States is one thousand nine hundred thirty four (1,934).

573.6(c) (4)

The percentage of the vehicles containing the defect is unknown.

573.6(c) (5)

According to information provided by Cummins, “ice from condensation may form in or around the intake manifold temperature/pressure sensor on engines operating in sub-freezing ambient temperatures without cold weather aids. This ice may interfere with the proper operation of the pressure sensor function of the intake manifold temperature/pressure sensor, causing the engine's ECM to improperly fuel the engine, resulting in elevated exhaust temperatures and the possibility of flame from the exhaust pipe. In most cases, this improper operation will result in the engine running rough and misfire, and will log diagnostic fault codes in the Engine Control Module that illuminate dash lamps.”

The safety risk as stated by Cummins is “during this improper operating condition, bystanders may be exposed to the elevated exhaust temperatures or flames from the exhaust pipe, possibly resulting in burns. Combustible materials near the tailpipe may be ignited, resulting in a fire.”

573.6 (c) (6)

Chronology of principle events that were the basis for the determination:

- 2/12/14 Cummins notifies Volvo Group Regulatory Affairs Department that they have determined a safety related defect exists in certain ISL and ISX12 Gas engines. Volvo Group Regulatory Affairs opens an investigation to determine what Volvo Group Companies are affected
- 2/13/14 Vehicles identified at Mack Trucks’ manufacturing facility that may be affected by the Cummins recall. Stop delivery issued
- 2/21/14 Volvo Group Regulatory Affairs Department notifies NHTSA that Mack Trucks is affected by the Cummins recall
- 2/27/14 Cummins provides engine serial numbers of engines included in the recall
- 3/21/14 573 report submitted to NHTSA

To date, Mack Trucks has not received any reports associated with this recall.

573.6(c) (7)

Not applicable

573.6(c) (8)

The recall repair consists of new ECM calibration programming, which will be installed without charge through the Cummins service network

Cummins is taking the lead on notifying owners that are affected by the recall.

Mack Trucks will submit quarterly reports to NHTSA on the progress of the repairs made by Cummins. These reports will begin in the 2nd quarter of 2014.

If there are any questions regarding this information, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim LaFon', with a long horizontal flourish extending to the right.

Tim LaFon
Vice President, Regulatory Affairs
Volvo Group North America LLC
7900 National Service Rd.
Greensboro, NC 27409
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(336) 393-2233